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Daintily put up, it forms a pleasing addition
to the toilet.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 29th April, 1907.

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The Daily Press.

HONGKONG, MAY 4TH, 1907.

THAT there was very little necessity to sympathise with Sir Robert Hart's supposed loss of "face" when the Chinese Customs Commissioners were appointed is now apparent to even the London journalist, thanks to one of Dr. Morrison's brief but illuminating messages to the Times "Chinese Hart" would appear to be too Chinese for some of us, were it not that his peculiar position and his own present sentiments are easily guessed at, in the light of his career. Dr. Morrison refers to Customs circulars in which Sir Robert Hart instructs all commissioners of customs to give native employees "a larger share of the work hitherto confined to foreign members of the staff, both indoor and outdoor." This time we are undoubtedly face to face with a part of the "China for the Chinese" movement, and places hitherto reserved for foreigners are being taken by natives. There are several ways of looking at the matter, and some of the London ways are not exactly the right ways. One contemporary remarks that if these appointments mean the exclusion of any foreigner—which they certainly must do—the security for the foreign loans is threatened—an assumption not absolutely warranted by the facts. As we have previously reminded our readers, experts like Mr. GEORGE JAMESON consider that there are ample resources and ample security in China even if the Customs were to be mismanaged. As the cosmopolitan nature of the Customs staff is well known, we hope we shall not tread on any national susceptibilities by pointing out that the

adding of one more nationality to the corps cannot immediately change it from a model of incorruptibility to a very dishonest one. We are bound to admit that the Chinese standard of official honesty is sometimes an odd one, and that, as Dr. Morrison points out, it is a recognised custom that a Chinaman obtaining rank or office or situation must pay somebody for it. The same thing is not unknown in Japan; future earnings are mortgaged by those anxious for the opportunity of making them. We may point out, however, that the implication of Dr. MORRISON'S remark [that "he is thus tempted, if not compelled, to recoup himself at the cost of the service, this method of reimbursement or enrichment not being condemned by the public conscience"] are not wholly polite. It seems to mean more than it actually does, namely, that there is an equivalent for the word "perquisite" in the Chinese language. That others besides Chinese sometimes strain the interpretation of what constitutes proper perquisites we have lately seen, in South Africa, in Poplar, and at various times in many other places. The point is, however, that it is opportunity as much as necessity that brings temptation to men, and it does not seem altogether fair to suggest that no employee's but Chinese would avail themselves of what the latter frankly call "chance." That is a matter of administration, and not of nationality. If the security for the foreign loans were really in question, we imagine the first step would be for the experts to demand a head of the administration less disposed to trundle to the Chinese than Sir ROBERT HART has lately seemed, one who would work with a sole eye to the foreign creditors' interests. Sir ROBERT HART'S task has not been quite so petty as that, however. He has been something more than a mere "man in possession." He has not grabbed the receipts passing through his hands and handed them to the creditors. He has spent a lifetime showing China how her vast resources may be developed and reaped; how to organize things so that there may be a minimum of leakage, in a land where previously more leaked than ever reached the coffers of Peking. He has succeeded, we may suppose, not because he was supported by an army of immortals, but because he applied business methods where the Chinese would have worked by rule of thumb. It is far from being unnatural that the Chinese, thinking they now know how it is done, should want to try for themselves. It would be fairer to seek to restrain their ambition, not on the ground that they are bound to be dishonest, but on the ground that they cannot be said yet to have learned the lesson. We do not think they have, judging by such snippings of mismanagement as have been reported; and if it be really a question of bondholders' security, we would say that the foreigners must hasten to protect against the present movement, and also to urge the retirement and replacement by a suitable man of Sir ROBERT HART.

The 15th plague fatality was recorded yesterday.

The French Mail of the 2nd April was delivered in London on the 21st inst.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the Hospitals:—"H.H.E." and E. Niedhardt, five dollars each.

Mr. Jay Gould, the amateur tennis champion of the United States, landed at Plymouth last month to compete for the championship of Great Britain, as he did last year. A day or two before sailing for Plymouth he was successful in retaining the championship of America against Mr. Crane, who will also come to London this year to compete.

Mr. Lewis Guy, the popular secretary of the Hongkong Corinthian Yacht Club, leaves for home to-day by the C.P.R. steamer *Athenian*. On Sunday he was made the recipient of a handsome gift from the Yacht Club, Dr. Clarke dwelling on the services he had rendered, and Mrs. Jordan presenting the silver tea set.

The National Association of British Exporters has been incorporated, having for its object the adoption of every advantageous means possible for counteracting foreign competition in our Colonies and for extending trade with other countries. It is desired that the Association shall become the centre for merchants and manufacturers wishing to trade in foreign markets where they could ascertain the nature, value, and requirements of such markets, what they can offer in return, what business houses to deal with, and the conditions on which business is usually conducted. One of its fundamental principles is that it shall be a non-political body of business men of the Empire, united to further their business interests and the prosperity of Great Britain as a manufacturing and commercial nation. The Association will carry on no trading transaction for its own profit.

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Sub-Lieutenant C. H. Phillips, serving aboard the *Waterwitch*, survey ship on the China Station, has been promoted Lieutenant, and re-appointed to his ship. Lieutenant Phillips got his grade at rather less than six years' service. Lieutenant A. Gordon, on promotion, has been re-appointed to the destroyer *Hardy*, for temporary duty, and will be borne on the books of the *Tamor* at Hongkong.

The disclosures of the Montagnoli papers have their diverting aspect, revealing, as they do, the fact that the late Nunzio was an intermediary for gifts of wines, cigars, and sweets to the Vatican. A year ago Cardinal Merry del Val's secretary wrote from the Vatican thanking the Nunzio for two boxes of minted sweets and a box of chocolate. A little later the same secretary wrote: "I renew my thanks for the happy moments you have procured his Eminence. Each case held only 18 bottles. I must admit that the cases were too small to hold more. We have broken into one case. The wine is truly of a superior and generous quality." Throughout last year the same secretary was acknowledging on behalf of the Cardinal consignments of wine, rum, brandy, tobacco, and cigars.

A Sydney correspondent writes:—A traveller in Northern Queensland, Mr. Hansford, a Melbourne lawyer, brings a story of a hitherto unknown colony of Chinamen in the country near the Gulf of Carpentaria. The news, which has been confirmed, has come as a shock to the advocates of a "White Australia." The Chinamen, who are said to number thousands, are, it appears, camped on arable river flats, and are growing vast quantities of opium, which is now a prohibited article in the Commonwealth, except for medicinal purposes. Presumably a market for the drug is found among the rich Chinese storekeepers of the north. The interlopers have made their way to Australia by way of the East Indian Islands, and the Commonwealth Government is now being called upon to turn them out.

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening:—

Overture: "Iphigenia on Aulide." ... Glück
Valse Moderne: "Christiana." ... Murga
Serenade: "Lucresia Borgia." ... Donizetti
Aria from *Orfeo*: "Poco Tosto." ... Gluck
Suite: "Poco Tosto." ... Grieg
1. Morning.
2. The Death of Ase.
3. Andante.
4. In the Hall of the Mountain Kings.
Two Steps: "Hop Scotch." ... Ruhena
Selection: "Touche." ... Sullivan
Polka: "The Chalky." ... Kowler
Dinner Music:—Hors-d'Oeuvre—Sardines on Toast, Soup—Mock Turtle, Fish—Smoked Fish and Butter Sauce, Entrée—Veal Cutlets and Green Peas, Rolloed Shoulder of Mutton and Onion Sauce, Patties a la Tortoise, Curry—Madras, Ladies' Port—East Sirion of Beef and Baked Potatoes, Roast Chicken and Egg Sauce, Boiled Corned Ox Tongue and Carrots, Cold Sausage Pie and Plain Salad, Sweets—Toast Pudding, Plum Pudding and Brandy Sauce, Strawberry Ice Cream and Finger Cakes, Cheese Straws, Dessert—Coffee—Fruit.

Mr. Thomas Beran, of Stone Park, Greenhithe, who left an estate of which the net personalty has been sworn at £378,982, withheld from his daughters and granddaughters any power to devote their legacies for the benefit of a husband, should be a clergyman. He explained his views in his will thus:—"I am convinced, as I am, that it is impossible in these present times for a man possessed of the combination of the quality of straightforwardness with the ordinary intellectual qualification to make the solemn declaration required at ordination which requires him to affirm, for example, belief in the historical accuracy of the Book of Genesis... and that the writers of Matthew, Mark, Luke, and John were more than feeble and feeble, who often did great injustice to the Great God of Men... I should regard with the gravest misgiving were my daughters or either of my granddaughters to marry a clergyman, believing as I do that in the near future there must be much distrust, unbusiness and trouble in store for a right-minded man of that calling, and I bequeath to them and to each of them my devout, honest, and earnest hope that they will never do so."

CONCERT AT THE CATHOLIC UNION.

What was described as "the most ambitious of its kind ever attempted at the Catholic Union" was the vocal and orchestral concert held there on Thursday night. Arranged by Mr. F. Gonzales, the programme proved most enjoyable to the large audience, and the result will doubtless be appreciated by the Italian artists, Signor and Signora Salvini, in whose aid the concert was given. Signor Salvini's powerful tenor voice was heard to advantage in Ballata "Rigoletto," and when later he was associated with Mr. Bertram in "Trovatore" a pleasing harmony resulted, both voices blending well. Signora Adela Salvini was rapturously applauded for her rendering of Romance "Ballo in Maschera" and "Romance," her fine soprano voice giving full effect to the sentiment of the songs. With Mr. J. Souza she took part in two duets and no-doubt to say the combination delighted the audience. An instrumental Quartette—Mr. J. P. F. Joki, violin, Mr. F. Gonzales, viola, Mr. G. Koenig, cello, and Mr. Desmond Fuller, piano—was the feature of the evening and the subsequent individual appearances of Mr. Joki, Mr. Desmond Fuller, and Mr. Koenig were also successful, while Mr. L. A. Gracia's banjo solos proved very acceptable. The Sociedad Filarmónica's disconcerted playing selections, and Mr. O. Baptista played the accompaniments.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

A PRINCE'S PROGRESS.

LONDON, May 3rd.

Prince Edward of Wales has been enrolled as a racer.

THE PREFERENCE TARIFF.

LONDON, May 3rd.

At the Imperial Conference Mr. Asquith announced the Government's uncompromising hostility towards the Preference Tariff.

AN INDIAN FAILURE.

LONDON, May 3rd.

George Arbuthnot has been arrested in connection with the Madras connection failure, and bail has been refused.

INTERNATIONAL AMENITIES.

LONDON, May 3rd.

The London Corporation has accepted an invitation from Berlin.

[REUTER'S SERVICE.]

GERMANY.

LONDON, May 1st.

Prince Buelow announced in the Reichstag that Germany would not participate in the discussion of the limitation of armaments at the Hague Conference, on the grounds that it was dangerous and not likely to lead to political results. The Prince declared that King Edward's meeting with King Victor Emmanuel was perfectly natural, and that the friendship between England and Italy was not only compatible with the Triple but was useful to it and desirable. He gladly noted that at present there were no Anglo-German contentions.

GS. 2,000, S.P.

LONDON, May 1st.

The betting at the start was 4/1 on Slieve Gallion, 100/8 against Benbulbin, and 100/6 against Lincroe. There were 10 starters. Slieve Gallion won by three lengths with 7/1 of a length between second and third.

THE RAILWAY WORKS.

Work on the Kowloon railway has been progressing slowly of late owing to the heavy rains which have caused a few minor landslides on the temporary railway track which runs between Mongkok and Kowloon-tyi. The shaft which divides the first from the second section of the tunnel is down 100 feet, and at this depth tunnelling operations are going on at a earnest. Those working on either side of the first section should meet within a week, as at present the sound of the pick can be heard through the mass of earth which separates the workmen. When this section is pierced the length of the tunnel will be something like 600 feet. The breaking up or opening out has also begun, and for a distance of 40 feet the tunnel has been enlarged. The excavators have to go to work in oilskins and sou'westers owing to the continual dripping of the water.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 3rd at 11.55 a.m.—The barometer has fallen slightly on the E. coast of China, and risen rapidly over S. Japan.
An area of high pressure covers S. Japan, and pressure appears to be low over Central and N. China.
Moderate N.E. and E. winds are likely to prevail in the Formosa Channel, and fresh or moderate E. and S.E. winds over the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.41 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	E. winds, fresh, or moderate, misty, some rain.
Formosa Channel	N.E. winds, moderate.
South coast of China between Hongkong and Lamoeks	Same as No. 1.
South coast of China between Hongkong and Hainan	F. to S.E. winds, fresh or moderate.

The philosopher goes out each day with a basket from which he fills the barn of his brain. The men who have lived and the men who are living are eager to shower gifts upon us, and it is memory which helps us to use these gifts. A country without a history, a class without a tradition, an individual without a memory are stocks and stones. The man who remembers the traditions of his class, of his clan, of his school is a gentleman. The man with a well-stocked memory of fine deeds, fine thoughts, fine sights, is rich beyond the dreams of avarice.

JAPAN.

(FROM OUR CORRESPONDENT.)

Tokyo, April 24th.

BANK FAILURES.

On every side we are now being assured that the commercial crisis through which the country has been passing in the last few months is practically over. There has been a moderate recovery in stock but the market is still uncertain and fluctuating, a condition which will probably last till the turn of the half-year, when dividends will help to give a firmer tone, and when the banks will relax something of their cautious attitude towards business enterprise. Since the beginning of the present crisis four of the smaller banks with a total paid-up capital of about two million yen, have suspended. These are unimportant, however, and have not affected the market seriously, though weakening the spirit of confidence in the investor. In some of these cases failure may be attributed to the disregard of the advice that is regularly given the public in Japan by the government authorities on every conceivable subject of trade and commerce, and conduct. Quite early in the present crisis the Finance Department warned the banks to the effect that they should be cautious in their connection with new enterprises, but there has never been any fear of the outcome of the crisis provided the banks adhered to a conservative policy.

CHRISTIANITY'S NEW LICENCE.

The first international conference that has ever taken place in Tokyo in Japan or in the Far East for that matter—has just come to an end. Apart from the spiritual results of the World's Christian Student Federation Conference, of which none can judge, no one can deny the improved status of Christianity in Japan from the very fact that the Conference has been received officially in a most cordial manner by ministers of state and other great men. Should Christianity in Japan flourish with greater vigour than ever in the future it will but be a repetition of history. At the beginning of the Meiji era the Shinto religion was in a decayed condition—powerless against Buddhism, when the government caused its revival throughout the country by mere recommendation. The people are ever ready to follow the authorities' lead, and it is likely that henceforth the term "Christianity" applied to the native Christian will not be as it has hitherto been, equivalent to a pitying contempt for the poor convert. Practically, the Government has set its seal upon Christianity as a moral force that Japan may profitably use, and we may conclude that people will accept this recommendation. It is useless to argue that the reception given the conference was a mere polite formality—extended alike to all visitors. The Japanese people—wise and simple—have read columns of this conference in Tokyo, columns of appreciative press comment, and what is more, they have read the Ministers' addresses of welcome, and finally the great reception given by the Foreign Minister. Be this welcome merely formal or really sincere matters not. The mass of the Japanese people—the masses in China and Korea also—will have read of it and will accept it in good faith. This is probably the first time that Christianity has been welcomed in such an official way in the Far East, and it is the leader of the Orient which has welcomed it. Some hundreds of years ago Japan banished all Christian teachers, but this action had no influence upon the Eastern world. To-day she welcomes Christianity and what she does is now watched closely by every Eastern nation. What, therefore, more reasonable than to conclude that the Christian Conference in Tokyo marks the beginning of a new epoch.

THE ARMSTRONG MAXIM TANKO COMBINE.
Final ratification has been given to the negotiations that have been going on for some time past between the Armstrong and Maxim companies of England and the Hokkaido Colliery and Steamship Company. The result will be the establishment of a steel foundry with an initial capital of ten million yen, equally divided between the Japanese and English subscribers, and there is little doubt that in a few years, under such expert management, Japan will be in a position to supply her own requirements of steel in a much higher degree than at present. This amalgamation, which has the support of the Government, will do much to encourage the development of the steel foundry and copper smelting industries in Japan and all kindred industries. The history of the endeavours made by the Government and private enterprise in Japan in this direction is a story of initial failure, continual struggle, succeeding defeat, and finally partial victory. That Japan should be her own manufacturer of steel and such things is becoming more and more necessary if she is to compete successfully in the branches of industry which she is most ambitious to excel in, but this will never be the case so long as such industries are principally confined to the Government arsenals and foundries for the use of warships and other armaments, which are of no economic benefit to the country. Therefore the new combine seems to be a move in the right direction.

THE TRAGEDY OF "GENERAL" BOOTH.
Since Japan or Tokyo has been in the midst of religious activity in the past few weeks—with Christian and Buddhist conferences—it is excusable that this letter should be occupied, more than is usually the case, with the doings of the religious world. After a hearty reception at Yokohama, the veteran missionary, "General" Booth, was received with honour in Tokyo, and on the following day was formally welcomed by a very large and distinguished gathering at the City Hall. There were those in the audience who

had heard the general's powerful voice and seen his active gestures fifteen years before, but what a change today! His voice is broken—his words come forth in an intense whisper. He is still fluent but no longer a great speaker. But terribly earnest and with a method of speaking in short, incisive sentences that drive home every argument. At the City Hall "General" Booth was important of his interpreter—an excellent man at the work, a Japanese and officer of the army—and frequently he would begin before the interpreter had finished. The aged and weary man still gesticulated, but was manifestly endeavouring his utmost to control himself in the presence of the strange and unresponsive gathering in Tokyo—unresponsive, that is, when compared with the enthusiasm generally aroused at home by the Salvation army leader.

POLICE COURT.

Friday, May 3rd.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

UNLAWFUL POSSESSION.

Two Chinese tallmen were prosecuted for being in unlawful possession of a quantity of silk ribbons alleged to have been stolen from the godowns.

His Worship found the defendants guilty, and fined each \$100, the alternative being three months' imprisonment.

A DARING THEFT.

One of the most daring robberies that has been perpetrated for some time has happened in Queen's Road Central on Thursday afternoon, when a coolie named Li Yau snatched a purse containing \$30 odd from the waist of a European lady named Mrs. Singer. The lady was looking at the goods displayed in the window of an Indian Silk shop, when the thief approached from behind, wrenched the purse from her waist belt and ran. There were no police in the vicinity, and, as is well known, Chinese will rarely attempt to effect a capture, so in all probability, had it not been for one of the assistants in the shop mentioned, the thief would have escaped. As soon as he saw what had happened the Indian threw off his shoes and started in pursuit, running his quarry to earth after a lengthy sprint.

On the evidence his Worship found the defendant guilty, and sentenced him to six weeks' imprisonment with hard labour, six hours' stocks, and directed that he should receive two whippings of twelve strokes each.

FALSE INFORMATION.

For stealing a quantity of clothing, and giving false information when he went to pawn it, Wong Kin was sentenced to four weeks' imprisonment and six hours' stocks.

EXCESS PASSENGERS.

The master of the launch *Po Kee*, which runs to Junk Bay, was fined \$25 for carrying 36 passengers in excess.

CANTON.

(FROM OUR CORRESPONDENT.)

May, 2nd.

A DARING THEFT.

The British Consul was in receipt of a letter on the 22nd ultimo, from an English medical institution in Fatsien, regarding the threat of a notorious robber that unless Tools 500 were paid, the whole building would be destroyed by fire. This has been communicated to the Viceroy, and immediate steps were taken to afford the necessary protection. The British Gunboat *Moorhen* proceeded to Fatsien.

SOLDIERS IN CANTON.

During the incumbency of H. E. Shaw, a fund for the purpose of forming a body of soldiers to preserve peace in the streets of Canton was deposited with the Provincial Judge, and now His Excellency Chou Fu, seeing the benefit of this plan, has ordered the Provincial Judge to convene a meeting of the gentry in this matter. There is an additional sum of \$20,000 to be placed to the fund.

COAL MINE IN KIUNGCHOW.

At the beginning of this year one Wu Chi San left here for Hongkong to engage a mining engineer to proceed to Kiungchow, to open a coal mine. This gentleman has lately returned to Canton with many favourable reports. The mine is immensely rich in coal and thickly surrounded by trees, but it is in an isolated place and there are obstacles in the way of working it. It is regarded, however, as a profitable scheme.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Tartar*, left Vancouver p.m. on Thursday the 2nd May for Hongkong via the usual Ports of Call.
The P. & O. str. *Nubia*, left Singapore for this Port on the 3rd May at 5 a.m.
The C.P.R. str. *Empress of Japan*, arrived Nagasaki at 4.30 a.m. on Friday, the 3rd May, and left again at Noon same day for Shanghai where she is due to arrive at 4 p.m. on Saturday the 4th May.
The Boston Steamship Co.'s str. *Shawmut*, left Manila on the afternoon of the 2nd May, and may be expected to arrive here on Sunday morning the 5th May, at daylight.
The N.Y.K. str. *Tosa Maru* (American Line) left Shanghai for this Port on the 2nd May, and is expected here on the 5th May.
The H.A.L. str. *Segonia*, left Singapore on 2nd May, 5 p.m., and may be expected here on 5th May a.m.
The N.Y.K. str. *Colombo Maru* (Bombay Line) left Singapore for this Port on the 2nd May, and is expected here on the 5th May.
The N.Y.K. str. *Kumano Maru* (Australian Line) left Thursday Island for this Port via Manila on the 2nd May and is expected here on the 13th May.

FUNNELS AND FLAGS.

"THE ROBERT COOKE"—LONDON.
The Dock Company's powerful tug, the *Robert Cooke*, which was engaged in the attempt to save the stranded German steamer *Wong* at, has been pronounced as a total loss.

GERMAN SHIPPING TRADE.

At the general meeting of the Hamburg-America Line, Herr Ballin, the managing director, announced that they had decided to take over traffic to African ports. With this subject the company intended to purchase a new vessel for the West Coast trade, and 5,000,000 marks worth of shares at the purchase price. The *Woermann* line would be given to the company. It was necessary to raise the capital of the company from 120 to 125 million marks, and they had decided to summon a general meeting on April 15 to discuss the raising of the additional capital.

HAMBURG DOCK STRIKE.

At a meeting held by the dock resolutionists of Hamburg and Altona the following resolutions were passed: "The dock labourers declare themselves satisfied with a wage of five marks per day, however, to enter into any other contractual obligation, or to agree to compulsory contribution to a provident or emergency fund." They rescinded the resolution of May 28, 1916, in which it was decided that they would not work after ten p.m. As the reason for the look-out was thus removed, the dockmen negotiated with the termination. The men's efforts will be supported some time fully empowered association with the Harbour Management Association.

DECLINE OF BRITISH SEAMEN.

Statistics are given by the British Consul-General in Belgium, in his report on shipping at Antwerp, to the gradual supersession of the British seamen by foreigners. Last year at Antwerp—a port at which rather more than half the shipping is British—the British seamen discharged numbered 4,605 and the foreigners 10,453. Of the men engaged at their place only 3,348 were British, the remaining 1,955 being of foreign nationality. Thus, of the seamen discharged 69 per cent were British and 31 per cent. British seamen while the men engaged to replace them 7.8 per cent. were foreigners & only 2.2 per cent. of British nationality. These figures refer to all classes of seafaring men, including officers and engineers. If the statement is confined to the term "seamen" strictly interpreted it is found that of 4,316 sailors engaged at Antwerp only 462 were British, and of 4,476 men engaged only 182 were natives of the United Kingdom.

COLONIAL MERCHANT SHIPPING CONFERENCE C.

The Colonial Merchant Shipping Conference held its second meeting at the Foreign Office last month. Mr. D. Lloyd George, M.P., President of the Board of Trade, presided, and other members of the Conference present were Imperial Delegates: Mr. H. Llewellyn Smith, Mr. Walter J. Howell, Messrs. A. Cunliffe, Captain A. J. Hornell, Messrs. G. B. Bragg, Captain A. H. Bertram Cox and the Board of Trade; Colonial Officers; Shipowners: Messrs. E. Pembroke, Mr. K. Anderson, Mr. H. Fimie, Mr. N. Dunlop, and Mr. Norman H. Seaman; Mr. J. Haselock Wilton, M.A., Australian Delegates: Hon. Sir W. J. L. Macdonald, M.L.A., Hon. W. M. Hughes, M.L.A., and Hon. Donald Thomson; New Zealand Delegates: Hon. Sir Joseph Ward, Dr. Fife (Solicitor General), and Mr. A. R. Hislop, Secretary of the Board of Trade; Mr. J. Baker, Private Secretary to Sir Ward, and Mr. D. J. Quinn, Private Secretary to Sir W. Lyne. At the opening of the Conference Sir William Lyne read a memorandum in reply to a statement made by the shipowners on the subject of the hardships caused by the war, and the uniformity of the shipping regulations throughout the Empire. The Conference then proceeded to discuss resolutions with regard to the survey of vessels other than passenger ships by the Board of Trade; the acceptance of Board of Trade standards as to hull, machinery, boiler, life-saving appliances as of the same effect as local certificates in Australia and New Zealand waters; the recognition by Australia and

L. W. S. LOWIS.
will represent the Civil Service
Bowls against the Police C.C.
(Green at 3.30 p.m. to-day)

... 1	R. Hudson	... 1
... 2	C. H. Parkinson	... 2
... 3	R. Featon	... 3
(skip)	I. A. Wheel	(skip)
Killey	...	1
Diamonds	...	2
Ever	...	3
Brett	...	(skip)

Brown, and R. Duncan.
will be represented by :—
Gourley
Watt
Sim
Cameron (skip)

(skip) Lughan
McLennan
Cullford
Ritchie (skip)

The *Tenkubu* and the *Chitose* two ships belonging to the Navy of Japan, will in all probability arrive in English waters some time in June, to pay a brief visit and to fly the flag of Japan's valued ally, Great Britain. An armoured cruiser, the *Tenkubu* was built entirely in Japan, at the Kure dockyard, in Inland Sea. She was launched in Decem- ber, 1902, at the presence of the Crown Prince, his sister, the Empress, and the Japanese naval attaché, the *Ihama*, being now in course of completion at the same place. The *Chitose* is a protected cruiser of 4,784 tons, and was chosen in 1898 at San Francisco. She is to accompany the *Tenkubu* on the Jamestown celebrations out of compliment to her American builders. In the engagements of the late war, she was sent in chase of the *North* after the battle of the Yellow Sea in August, 1904. En route, she overhauling her at Kersangk Bay, Siam, where the *North* was sunk. The *Chitose* is a high speed, 22 knots, and her well on to the occasion. The *Tenkubu* was particularly fast. The *Tenkubu* is a ship of which the Japanese naval department is justifiably proud, she being the first warship of any size, and of pure Japanese construction, to fly our ensign in foreign waters. Several small cruisers had turned out previously, but this was the first of the *Tenkubu* represents our first attempt to build armoured vessels of large tonnage for our use. Like her, she was constructed, is not far from Wakatsuki, the lately-established iron works and works close to Chimonokuni. Kuré and other respects well situated, being well-sheltered from the winds, and the ship is almost hidden, indeed, in a wood of pine trees. She, near Hiroshima, is far of war both in 1902 and 1904. The *Tenkubu* is commanded by Captain Takemonoki, formerly Naval Attaché to the Japanese Embassy in Paris.

telephone is not even more apparent on the ship herself, especially if she happens to be a big passenger liner of the type to which we are every day getting more accustomed. It is scarcely too much to say that this class of vessels has been helped into existence by the telephone. In its absence the huge dimensions of the modern steamship, and the long distance to be travelled from one part of the vessel to another, would render administration a matter of great difficulty. But if the telephone is essential to the comfortable working of the modern steamships—stands head and shoulders above all points of importance. It is a mere truism to say that the solitude of the Atlantic voyage has gone. Nowadays Atlantic steamers run practically like clockwork, and those on board a liner can go to a noisy when they will be in communication with another vessel, and find out how long they will be in touch with it. There is much value in merely being able to speak a ship at a long distance. For instance, if she is to come opposite course, it is useful to know the sort of weather she has encountered, as you may pick up valuable knowledge as to what you yourself may encounter. And above all these things, however, is the knowledge that with the help of wireless telegraphy a ship can appeal for aid or assistance at any time, and without the risk of the invisible. Let a vessel in distress, for example, and she can speedily demand help, and beseech her to come to her rescue. A ship dismasted or must have drifted helplessly until a disabling or other came in sight. The element of isolation has gone, and the publication of daily bulletins received by the wireless method is itself reassuring to the passenger as he sees nothing around him but the wild waste of waters.

MORE OFFICERS WANTED.
The death of junior officers in the merchant marine is to be the subject of formal inquiry by a representative committee of the Shipping and Commerce Federation, which is to hold its first meeting on April 10. There can be no longer any doubt, in view of this proceeding, that shipowners are at length taking this subject seriously to heart. The scarcity of officers has hitherto been met in the case of many lines by an increase in pay and privileges. But it seems now to be recognised that such a device cannot go on forever, and that the number of young men coming forward for service in a mercantile capacity will automatically increase. Therefore those who allege that neglect to instruct apprentices in the art of navigation is one of the causes of the deficiency.

SHIPPING LEGISLATION.
It looks as if the Government's new scheme in the shape of shipping legislation this session is to be the Tonnage Amendment Bill. It is the outcome of an attempt of various departments by means of private bills, to authorise bases for the levying of dues on shipping. Mr. Lloyd George is in favour of uniformity, and has accordingly brought in his own bill, leaving the dock authorities, if they so wish, to convince a Select Committee that their work. Shipowners, meantime, look on anything but indifference. They are anxious that the other day that the President of the Board of Trade casts a severe rebuke upon them, and interview him will remain to be seen if dockworkers will prove equally susceptible.

A FIRM O' STORY.
Young gentlemen desirous of entering Peninsular and Oriental service as cadets lately been subjected to a preliminary examination in general knowledge. Among candidates, they were asked to give the names of some popular admiral recently in command of the Mediterranean fleet. One of them, with hesitation, gave the name of Lord Jellicoe, the well-known naval officer referred to was Thomas Sutherland. Could a more scrupulous complaint have been paid by the chairman of the Peninsular and Oriental Company?

"A PATTERN FOR LONDON."
"The Belgian Government intentions regarding Antwerp are worthy of serious consideration," says an organ which they have attracted, "and we can readily effect, the extensive works of which are one of the largest ports, if not the largest, in the world." With this remark Sir Cecil Harcourt, British Consul-General for Belgium, reports an interesting report on the shipping navigation of Antwerp for the year 1906. The report recalls that the Dock Bill, which included a programme of new fortifications for Antwerp, passed second reading on January 17 last, and that since the beginning of last year, subject to the completion of certain points by technical commissions—namely, advisability of building a new and larger canal for the River Scheldt (the Grande Oude), and as to the new fortifications themselves. Heriot states that at the time of the military commission had reported, but the other commission had not yet been appointed. In the meantime it may be confidently expected that the Government which is always aware of the needs of the country, will speedily commence the work. The spirit in which the matter is contemplated was evidenced in the speech made by the Chamber of Deputies on February 12 last. The Minister of War stated that the construction of a port of the great canal dock, with two corresponding subsidiary docks, the detailed plans of which were being prepared, would be put into adjudication as soon as the Government had arranged the necessary credits for the two latter docks. As a result of a statement certain Antwerp Deputies pronounced that with a credit of £2,000,000, it was sufficient for the purpose. The port expenditure apart from the Grande Oude scheme seems doubtful at the moment—included the canal dock and nine subsidiary docks, the former is to be five miles long, and 475 feet wide (about six times the width of our Canal), increasing in breadth to 800 ft. at 437 yards. The depth will be 40 ft., sufficient to accommodate a vessel of 41,000 tons. The seven subsidiary docks will be situated between the quarters of a mile each, the others being rather less, but all will be 400 ft. long. Antwerp," says the Consul-General, "held up as a pattern for London, the arguments used being in favour of the proposed river quay construction, whereas (though the proposed extension of Antwerp's accommodation certainly a land water for the former)."

DISAPPEARING CUSTOMS.
In these days of steam, when the sailor disappears, the old usages pertaining to sea life are also vanishing. Steamer voyages, and the absence of the seamanship still tend towards the extinction. The sailor is not now a man of his own customs and records, but a creature still exists, it is true, but traces only quite recent, this was not so, though a few years ago the nations, the thirty years. Customs, however, more or less, though they, too, fast into oblivion. But the sailor, could with, but termed sailor, numerous customs and ideas pertaining to the navy of the nation, it is the custom among the time when men who were member before, even from emigration, would wear the distinctive dress. Duns, in that classic way. Years before the Mast," describes the rig of his day (1836) in several places

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accomplish their evident purpose of "freezing him out." Meanwhile, the *exodus* into Sarawak territory is not checked; the natives being of the mind of Orang Kaya Istin Jaya and his co-regent-tribes, "afraid because they are not pleased with the King's Government, and its laws" (of course, only as administered in Brunei) "are harsh and excessive."

Now, nothing could be more infamous than the rule of the Sultan of Brunei and his Panglans, and it is right that this should cease. But when the Raja of Sarawak, who the Government is admitted to be a "descent" in administration, is called on to take over the country, and to administer it, the natives, who know what Sarawak methods are, desire that he should do so why, in the name of common sense, should the Government of the Straits Settlements interfere to prevent so reasonable a solution?

The Raja has always set his face against the Lawless-Lunters. When he acquired the Lawless-Strait to feed it, he was a simple relative of his countrymen, and he used simple methods to closely regulate the trade of the Panglans. The Government of Sarawak is a government which exists for the welfare of the natives, not for the enrichment of Europeans. It is, therefore, without any great surprise that we find a leading organ in the Straits Settlements declaring, in an article which bears traces of inspiration, that "these Kaya rulers are not British interests in Sarawak, and will have to be amalgamated and concentrated under one administration," and accompanying this scarcely veiled threat against the independence of Sarawak with the intemperate, evidently aimed at the Raja Muda, that "Sarawak may not always be so fortunate as to have entire of our assistance," with Sir James as the mouth of the Breake.

It is curious to find that the Breake, who has already proved himself as an administrator winning, as his father and great-uncle did before him, the affections of the "flattering folk and wild" over whom it is his destiny to rule. We will only say that it is well known that the British have been in Sarawak a hint of the century. The British respect the grand old rights of the community it protects them to keep their western eyes open, and to see to it that a great wrong is not done to the State which the Breake has built up with so much sagacity and self-sacrifice.

Our London correspondent mentioned that a circular had been issued by the Earl of Elgin relative to the part taken by ex-Governors of Colonies in the organisation or direction of companies formed to operate in territories which they were recently administering. The full text of the circular, which has been sent to the Governors of all Colonies, is as follows:

Dated London, February 15, 1897.

Sir,—I have the honour to inform you that during the past session questions have been put in the House of Commons with regard to certain cases in which ex-Governors of Colonies have taken a prominent part in the organisation or direction of companies formed to operate in territories which they were recently administering. It is of public utility which has been brought to these cases and the public accounts which have been made up; they make it desirable that I should, without suggesting any impropriety in the action of these concerned, express my personal opinion with regard to such commercial ventures.

I have every reason to believe that the strongest motive which actuates a former Governor in engaging in a commercial enterprise in a Colony with which he has been connected is that he feels assured, from his intimate knowledge of the whole circumstances that there are opportunities for development which will benefit the Colony, and that it is incumbent on him not to neglect such an enterprise in which his name and his reputation must carry with it. A second and equally perfect legitimate and honourable motive is that the enterprise may prove successful and co-operation in it remunerative.

At the same time, I cannot help feeling that retired Governors would be well advised in general to refrain from taking up any such management of the affairs which are formed to develop for profit the natural resources of the territory in which they have administered. I am always so ready and anxious to defend the conduct of those who have given years of arduous and devoted work to the Empire; but the strongest and best merited defence cannot always remove a false line of conduct. The reflections cast of themselves and I think may therefore be entitled in the interests of the State to the Colonial Service to draw the attention of officers administering the government of Colonies or Protectorates to the necessity of earnest consideration before taking part in any commercial undertaking of such a character as I have, &c.,

The daily "Telegraph" says:—We are inclined to say that "The Typhoon" is quite the thing that the management of the Hippodrome has yet given us. It speaks volumes for the ingenuity of the authors, Alicia Ramsey and Rudolph de Cordova, it is a production which the resolute and intelligent M. F. Parker has seen every right to plunge him into. Considering the difficulties which beset such spectacle the novelty is a triumph of realism. To start with, we have a most life-like and picturesque view of the good steamer *Albatross*, moored to a wharf in a typical Chinese port, with her crew of English sailors and an attendant crowd of Chinese, all watching the preparations for departure. The picture is so cleverly contrived, full of detail and pleasantly diversified. We unnecessary delay the authors plunge the effective little story imagined by them as a vehicle for the presentation of various stirring and sensational scenes.

**PIMPLES
BLACKHEADS**

Prevented
by



**Cuticura
SOAP**

[illegible]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed.

P.O. Box, 35. Telephone No. 12.

NEW ADVERTISEMENTS

THE CHINA-BORNEO CO. LTD.

NOTICE.

DURING my Temporary Absence from the Colony Mr. H. W. KENNETH will act as GENERAL MANAGER of the above Company.

By Order of the Consulting Committee, J. WHEELLEY, General Manager.

Hongkong, 4th May, 1907. 873

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On THURSDAY, the 9th May, 1907,

FRIDAY,

the 10th May, 1907, commencing each day at 2.30 p.m. at the SALES ROOMS, DUNDRELL STREET.

A FINE COLLECTION OF JAPANESE CURIOS AND SILK EMBROIDERIES, &c.

SATSUMA, KINKOSAN IMARI PORCELAIN, OLD BRONZES AND BRASSES, CLOISONNE and LACQUER WARE, IVORIES and HAND-PAINTED KAKEMONOS, SILK EMBROIDERIES, such as WALL HANGINGS, SCREENS, BED and CUSHION COVERS, MANTLE DRAPINGS, PICTURES, &c., &c. And a Variety of Curious.

Terms—As usual.

On View from Tuesday, the 7th May, 1907. Catalogues will be issued.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 4th May, 1907. 874

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NANSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 6th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 3rd May, 1907. 18

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Epitome of the Week's News.

Leading Articles.

Anti-Bullying Arguments.

Chinese Military Experiment.

Missionary Conference.

Cremation of Chinese.

Chinese Metaphysics.

Hongkong Sanitary Board.

Supreme Court.

A Chinese Brigand Chief "Wanted" in China.

"Thicks of the Tide."

Annual Fairs Report.

The Fire Brigade.

Botanical and Forestry Department.

The Hongkong Observatory.

The Hongkong Electric Co., Ltd.

China Association.

Canton.

Kowloon (Amoy) Municipal Council.

Reviews.

Commercial & Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each or \$1 Cash for three copies.

Subscription: \$12 per Annum, payable in advance; postage \$2.

Hongkong, 4th May, 1907.

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from A. Fuchs, Esq., to sell by Public Auction,

TO-DAY (SATURDAY),

the 4th May, 1907, at 2.30 p.m., within his Residence, "CRAGSIDE," 130, Barker Road, "The Peak,"

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

Comprising:—

TEAKWOOD HATSTAND, SILK-COVERED DRAWING ROOM SUITE,

CARPETS, EXTENSION DINING TABLE and CHAIRS, SIDBOARD and DINNER WAGON, GLASS and CROCKERY WARE, TEAKWOOD WRITING TABLE and BOOK-CASE, DOUBLE and SINGLE BRASSMOUNTED BED-STEADS with WIRE and HAIR MATTRESSES, CHILDREN'S IRON CUTS and BEDDING, WARDROBES, DRESSING TABLE with BEVELED GLASS, MARBLE-TOP WASTEBAND, RATTAN CHAIRS and TABLES, COOKING UTENSILS, &c., &c., &c.

Also

One COTTAGE PIANO (in perfect order), One CHILDREN'S TRICYCLE, A quantity of PLANTS in POTS;

AND

Two MOUNTAIN CHAIRS.

Catalogues will be issued.

On view on Friday, the 3rd May in the afternoon.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 29th April, 1907. 836

NOTICES OF FIRMS

NOTICE.

WE have this day authorized Mr. ERRORS MANOWARD to sign our firm's name: per procuration.

CARLOWITZ & CO.

Hongkong, 23rd April, 1907. 804

NOTICE.

NOTICE IS HEREBY GIVEN that CHIU HANG ON is no longer in our employ.

SPEERY FLOUR COMPANY.

Hongkong, 1st May 1907. 844

NOTICE.

WE have this Day taken over the business of EDM. JOHANNSEN, and will conduct same in future under the style of BUMANN & BERBLINGER.

BUMANN & BERBLINGER.

Hongkong, 1st May, 1907. 845

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM This Date until further Notice Mr. E. C. LANE is authorized to Sign Policies of the Society for the Secretary.

By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, 1st May 1907. 847

CHINA TRADERS INSURANCE COMPANY, LIMITED.

NOTICE.

FROM This Date until further Notice Mr. E. C. LANE is authorized to Sign Policies of the Company for the Secretary.

By Order of the Board, W. J. SAUNDERS, Acting Secretary.

Hongkong, 1st May, 1907. 848

NOTICE.

NOTICE IS HEREBY GIVEN that we have registered our Firm as a Limited Liability Company under the Hongkong Companies Ordinance No. 1 of 1865. Mr. JAMES McKIE and Mr. CHARLES HENDERSON have been admitted Members of the Company and Mr. THOMAS SHAW FORREST, Mr. HARRY VERNON HENSON and Mr. F. J. BOSTON have been authorized to Sign on behalf of the Company Per Procuration.

JARDINE, MATHESON & Co., Ltd., Hongkong, 1st May, 1907. 849

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PUBLIC COMPANIES

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Shilling and Six Pence per share free of tax for account of year ending 28th February, 1907, has been declared by the Directors of the above Company. Coupon No. 8 is Payable on 1st May at the Chartered Bank of India, Australia and China and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & Co., Agents.

Hongkong, 1st May, 1907. 851

THE MAN ON INSURANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the MAN ON INSURANCE COMPANY LIMITED will be held at the Company's Registered Office No. 2, Queen's Road West Victoria, Hongkong, on TUESDAY, the 14th day of May, 1907, at 12 o'clock Noon, when the following Resolution which was passed at the Extraordinary General Meeting of the Company held on the 27th April, 1907, will be submitted for Confirmation as Special Resolutions:

1. That clause 3 of the Memorandum of Association be altered by inserting after the words "the objects for which the Company is established are" the words "Sub-clause A" and by adding at the end of "Sub-clause A" new sub-clause to be inserted B and C.

(b) To insure against loss or damage by fire all houses and all other buildings and erections, treasure, household furniture, goods, wares, merchandise, chattels and effects whatsoever in Hongkong, China, Japan or elsewhere and the pursuit of the business of fire insurance generally and the doing of such other things as are incidental or conducive to the attainment of the above objects.

(c) To re-insure any risk in whole or in part.

Dated the 29th day of April, 1907.

By Order of the Board, CHAU SIU KI, Secretary.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONGKONG & SHANGHAI BANKING CORPORATION will be held at the City Hall, Hongkong, on FRIDAY, the 31st day of May, 1907, at Noon for the purpose of considering and if thought fit, of passing the following Resolutions:—

1. That the Directors of the Hongkong & Shanghai Banking Corporation be and they are hereby requested and authorized by and on behalf of the Shareholders of the Company to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinance under which the Company is incorporated and carrying on business so as to allow of the capital of the Company being from time to time increased from ten millions of dollars the present authorized capital of the Company to twenty millions of dollars and also for extending the period of the operation of such Ordinance for a further period of 21 years from and including the 14th day of August, 1905, and for continuing all the provisions of Section 3 of the Hongkong and Shanghai Banking Corporation Ordinance 1899 for a further period of 21 years from and including the 14th day of August, 1905.

2. That from the date of such new Ordinance coming into operation and becoming effective the Capital of the Hongkong & Shanghai Banking Corporation be increased from \$10,000,000 to \$15,000,000 by the creation of 40,000 New Shares of \$125 each to be issued at the price of \$30 on the terms after mentioned. Shareholders on the Eastern Register to pay for their allotments at the rate of Exchange for the Company's demand Bills on London on the day the instalments are due.

3. That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to Shareholders in the proportion of one New Share for every two shares of which on the 31st day of May, 1907, Shareholders shall respectively be the Registered Holders; and that any New Shares not accepted by the Shareholders within the time limited by the Directors for that purpose, be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interests of the Company.

4. That the payment of the sum of £20 per Share for each of the said New Shares be made as follows, viz:—

1st instalment of £15 on the 1st day of July, 1907.

2nd and final instalment of £5 on the 1st day of October, 1907.

5. That the Directors issue to Shareholders holding shares in a multiple of two, a fractional certificate in respect of each share in excess of or below the multiple and allot one New Share to every person who shall produce two such Fractional Certificates on or before the 1st day of July, 1907, and pay the first instalment in respect thereof.

6. That after payment of the first instalment and pending payment of the remaining instalment, Scrip Certificates in such form as the Directors may determine be issued in respect of such New Shares entitling the holders on payment of the remaining instalment, and subject to such other terms as to approval, date for lodging scrip certificates and otherwise as the Directors may prescribe, to be registered as the owners of the Shares respectively represented by such Scrip Certificates.

7. That interest at the rate of 5 per centum per annum be allowed out of the profits of the Company on instalments paid in advance of the dates when the same become due, and that registered holders of Scrip Certificates for New Shares be entitled in respect of such New Shares to participate in future dividends on an equality with the old shares, in proportion to the instalments paid up, and from due dates for payment of same.

8. That interest at the rate of 8 per centum per annum be charged on each instalment not punctually paid, and be paid with each such instalment.

9. That all moneys received from premium on the said New Shares be added to the Reserve Funds.

For The HONGKONG & SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager.

Hongkong, 30th April, 1907. 853

PUBLIC COMPANIES

THE YANGTZE INSURANCE ASSOCIATION, LTD.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty Per Cent., being TWELVE DOLLARS PER SHARE, on the Paid-up Capital of the above Association has been declared Payable in Taels at Exchange 73, at the CHARTERED BANK OF INDIA, AUSTRALIA & CHINA or The HONGKONG & SHANGHAI BANKING CORPORATION, Shanghai, on and after this date, to Shareholders of record on the 22nd April, 1907.

By Order of the Board of Directors, W. S. JACKSON, Secretary.

Shanghai, 27th April, 1907. 858

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY GENERAL MEETING of the Shareholders will be held at the Company's Office, 81, George's Building, on WEDNESDAY, the 8th May, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 31st February, 1907, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 25th April to 8th May, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd April, 1907. 797

THE CHINA FIRE INSURANCE CO., LIMITED.

THE CERTIFICATE Nos. 7735/7738 dated 1st September, 1902, of the Shares Nos. 376/390, 1491/1495, 1903/1940, 6746/6760 and 1811/1861 in this Company, standing in the name of Mr. ARNOLD DITTMAR of Manila, have been LOST, and if at the expiration of one month from the date hereof, the above Documents be not forthcoming, other Certificates will be issued by the Company, and thereupon no other will be acknowledged.

Dated 12th April, 1907.

GEO. L. TOMLIN, Secretary.

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

LOST.

TWO CERTIFICATES of 50 Shares each standing in the Register of this Company in the name of FUNG MING SHAN have been LOST.

Scrip No. 961—49251/49300—50 Shares.

962—49301/49350—50 " "

100 Shares.

NOTICE IS HEREBY GIVEN that 10 Shares will be issued one month hence, and that the Original Certificates, unless produced within that period, will thereafter be held by the Company as null and void.

SHEWAN TOMES & CO., General Managers.

Hongkong, 1st May, 1907. 851

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO.

Hongkong, 13th August, 1906. 29

THE NETHERLANDS LLOYD OF AMSTERDAM, N.V.

(FIRE AND MARINE INSURANCE COMPANY)

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS
LONDON, &c., VIA USUAL PORTS	ARCADIA	Noon, 4th May	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP	SUMATRA	About 8th May	Freight and Passage.
SHANGHAI, MOJI, KOBEN, and YOKOHAMA	YAMAGUCHI	About 11th May	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 3rd April, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STAMERS	TO SAIL
SWATOW and SHANGHAI	KIUKIANG	On 6th May, 4 P.M.
CHINKIANG	KIUKIANG	On 6th May, 4 P.M.
SHANGHAI and NEWCHANG	KIUKIANG	On 6th May, 4 P.M.
MANILA, ZAMBOANGA, PORT COOK TO W.N., CATRANS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	CHINGTU	On 6th May, 4 P.M.
MANILA	TAMING	On 7th May, 4 P.M.
CEBU and LOILO	KAIKONG	On 10th May, 4 P.M.
SHANGHAI	SHAOHSING	On 10th May, 4 P.M.
SHANGHAI	HANGCHOW	On 10th May, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Captain is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 4th May, 1907.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF OVER 11 DAYS ACROSS THE PACIFIC IN THE "EMPERESS LINE." Saving 3 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

14 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "ATHENIAN" 3,882	SUNDAY, 5th May	25th May	
"EMPERESS OF INDIA" 6,000	THURSDAY, 9th May	27th May	
"MONTEAGLE" 6,163	WEDNESDAY, 22nd May	15th June	
"EMPERESS OF JAPAN" 6,000	THURSDAY, 6th June	24th June	
"PARTAR" 4,425	WEDNESDAY, 19th June	11th July	
"EMPERESS OF CHINA" 6,000	THURSDAY, 4th July	22nd July	

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the C.P. NEW PALATIAL "EMPERESS" Steamships. 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262. Intermediate on Steamers 240, 2nd Class 242.

R.M.S. "MONTEAGLE," "PARTAR," and "ATHENIAN" carry Intermediate passengers only at intermediate rates, affording superior accommodation for that class.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. S. SMITH	SUNDAY, 5th May, at 9 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SOSHU MARU" Capt. T. SUBUGA	TUESDAY, 7th May, at 8 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 4th May, 1907.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO"	Saturday, 4th May, at 9 A.M.
YOKOHAMA and KOBÉ	"PRINZ WALDEMAR"	Saturday, 4th May, at 10 A.M.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ EITEL FRIEDRICH"	Wednesday, 8th May, at Noon.
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	"GNEISENAU"	About Wednesday, 8th May.
MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 23rd May, at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 3rd April, 1907.

SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.
General Agent—G. A. WITT, London, E.C.
Coaling Agents—HALL BLYTH & Co., London, E.C.
Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.
BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.
No harbour dues, no pilotage charged and quick despatch given DAY AND NIGHT.
FRESH WATER and Ice. SHIP'S STORES and PROVISIONS at Moderate Prices.
FLOATING DOCK available for Steamers up to 3,000 tons' displacement and workshop fitted for any ordinary repairs.
For further particulars apply to the Agents at Hongkong.

Hongkong, 1st December, 1906.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE."
Captain E. C. Cundy, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst. at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents "Straits" Line.

Hongkong, 1st May, 1907.

S.S. "TOURANE" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.
CONSIGNEES of Cargo from London ex S.S. "Charante" form Haver or ex "Charante" from Bordeaux ex "Saghalien" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees, before the Goods are landed, that they are to be landed as per Bills of Lading.

All Claims must be sent in to me on or before the 7th May, or they will not be recognized. All damaged packages will be examined on TUESDAY, the 7th May, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th April, 1907.

HAMBURG-AMERIKA LINE.

THE H.A.L. Steamship

"HOHENSTAUFEN."
Captain Jäger, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 9.30 A.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 30th April, 1907.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENAVON."
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 8th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGEEGOR, BROS. & GOW.

Hongkong, 1st May, 1907.

VISITORS TO CANTON.

Should purchase FROM HONGKONG TO CANTON, BY THE PEARL RIVER.

CAPTAIN C. V. LLOYD (S.S. "HANKOW") With Itineraries, Maps and Plans.

On Sale at—
Hongkong: "Daily Press" Office.
Messrs. KELLY & WALSH.
Messrs. W. DREW & CO.
Messrs. A. S. WATSON & CO.

Canton: Hongkong, 4th October, 1903.

SHIPPING IN PORT.

ANGHIN, German str., 1,001, Chr. Kaupel, 25th April—Bangkok 17th April, Rice—Butterfield & Swire.
ARCADIA, British str., 3,514, A. L. Valentini, 2nd May—Shanghai 30th April, Mails and General—P. & O. S. N. Co.
ARRATON APGAR, British str., 2,931, A. Stewart, 30th April—Calcutta and Straits 13th April, General—David, Sassoon & Co., Ltd.

ATHENIAN, British str., 2,449, A. Hooper, 1st May—Vancouver (B.C.) 27th March, General—C. P. R. Co.
BENTLEY, British str., 2,509, Potter 2nd May—London 16th March, General—Order.

BORNEO, German str., 1,344, Sembill, 26th April—Sandakan 20th April, Timber—Molchers & Co.

CAMPFA, Belgian str., 2,903, W. C. Steele, 29th April—Foolow 27th April, General—Gibb Livingston & Co.

CHINKIANG, British str., 1,229, Robertson, 22nd April—Saigon 18th April, Rice—Butterfield & Swire.

CHUSHING, British str., 1,193, Frank McConney, 27th April—Denton 22nd April, General—Jardine, Matheson & Co.

CORTIC, British str., 2,744, A. Dixon, 30th April—San Francisco 2nd April, Mails and General—O. & O. Co.

DERWENT, British str., 1,562, John Jenkins, 1st May—Saigon 27th April, Rice and General—Chinese.

DEVANHA, British str., 4,785, J. D. Andrews, 2nd May—Bombay 17th April, Mails and General—P. & O. S. N. Co.

DEVANWISSE, German str., 1,934, T. V. Bruhn, 30th April—Bangkok 22nd April, Rice—Butterfield & Swire.

DORIC, British str., 4,975, Harry Gunkrover, 27th April—Mauritius 25th April, Mails and General—O. & O. S. N. Co.

EXPRESS OF INDIA, British str., 3,032, E. Beetham, 8th April—Vancouver B. C. 19th March, Flour and General—C. P. R. Co.

FAUSANG, British str., 1,410, Malkin, 30th April—Saigon 29th April, Jardine, Matheson & Co.

GERMANIA, German str., 1,090, H. Phue, 24th April—Saigon 4th April, Copra—Siemssen & Co.

GLENATON, British str., 2,738, Woolfenden, 1st May—Singapore 26th April, General—Order.

HANGSANG, British str., 1,459, S. Wilde, 2nd May—Shanghai and Swatow 1st May, General—Jardine, Matheson & Co.

HITACHI MARU, Japanese str., 4,164, Wm. Townsend, 1st May—London via Singapore 26th April, General—Nippon Yusen Kaisha.

HORNSTADT, German str., 3,075, F. Jäger, 20th April—Hamburg and Singapore 21st March, General—Hamburg-America Line.

HONGKONG, British str., 1,217, E. Forsyth, 28th April—Tientsin 22nd April, General—Butterfield & Swire.

JORDAN MARU, Japanese str., 732, H. S. Smith, 2nd May—Rangoon 26th April, General—Ozaka Shosen Kaisha.

KILGERAN, British str., 2,433, T. Smith, 27th April—Antwerp 12th March, General—M. M. & Co.

KIOTI MARU Japanese str., 1,497, S. Soaka, 31st April—Saigon Rice, Paddy & Cotton Fukusa & Co.

KIOTIANG, British str., 1,224, Wavell, 1st May—Shanghai 20th April, General—Butterfield & Swire.

KOWLOON, German str., 2,324, H. Stohr, 20th April—Mauritius Japan 21st April, Coal—Hamburg-America Line.

KWAI LO, British str., 1,947, Dawson, 30th April—New Zealand & Colon 25th April, General—Butterfield & Swire.

LARZTER, British str., 1,401, J. Jackson, 20th April—Saigon 16th April, General—Chinese.

LOYAL, German str., 1,217, Natzig, 2nd May—Bangkok 24th April, Rice—Sander, Weller & Co.

MINNESOTA, American str., 1,323, Charles Austin, 1st May—Seattle 1st April, Mails and General—Nippon Yusen Kaisha.

NORFOLK, British str., 1,641, A. S. Gibb, R.N.R. 24th April—Kobe 18th April.

OMURO MARU Japanese str., 1,779, A. Komatsu, 23rd April—Saigon undelivered, Rice—Waller & Co.

PRU-YEV, French str., 1,793, Boulouze, 30th April—Saigon 26th April, Rice—Bradley & Co.

PRINZ WALDEMAR, German str., 1,737, W. von Soden, 2nd May—Saigon 19th April, General—Molchers & Co.

PROBHEUC, British str., 3,593, G. Moir, 1st May—Singapore 26th April, General—Butterfield & Swire.

PROVIDENCE, Norwegian str., 693, C. Corneliussen, 28th April—Haiphong and Hoihow 25th April, General—A. R. Marty.

SAMSON, German str., 903, F. Schmitz, 29th April—Bangkok 21st April, Rice & Wood—Butterfield & Swire.

SINGAN, British str., 1,946, Jamieson, 24th April—Shanghai and Ningpo 21st April, General—Butterfield & Swire.

SUNING, British str., 1,769, W. E. Sawyer, 27th April—Saigon 23rd April, Rice—Order.

TERYU MARU, Jap. str., 3,500, N. Kabavashi, 26th April—Moji 20th April, Coal—Ozaka Shosen Kaisha.

TWENTY-FOUR, British str., 1,413, W. Haspelrod Roberts, 27th April—Fremantle Island 23rd Feb, Lustralwood—Gillman & Co.

WONG, British str., 1,217, Corn, 30th April—Saigon 26th April, Rice—Butterfield & Swire.

YANG MOO, German str., 3,617, K. Fujima, 30th April—Kachinow 25th April, Coal—Mitsui Bussan Kaisha.

YONGAR, Brit. str., 2,461, T. C. N. Thompson, R.N.R. 27th April—Xmas Island 17th April, Phosphate—Bradley & Co.

YUENANG, British str., 1,540, Mayrick, 29th April—Mauritius 26th April, General—Jardine, Matheson & Co.

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest Profusely Illustrated, descriptive of the people, customs, &c., of the Far East. The kindly Perrotte's, both Continental and American, that the production of the Magazine has evoked is eloquent testimony of its holding merit of the publication.

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MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN.
Kaiser Franz Josef I., Austrian cruiser, 4,383, Capt. Ferdinand Sully, 12th April—Singapore 6th April.

FRENCH.
Allouette, river gunboat, Lieut. Millet, Cochinchina.

Argus, gunboat, 123 tons, — guns, 500 h.p., Lieut. Jannet, Canton.

Caronde, gunboat, Lieut. Korchal, Saigon.

D'Asses, cruiser, 4,000 tons, 31 guns, 9,500 h.p., Com. Baie d'Along.

Dedrie, gunboat, 645 tons, 10 guns, 1,900 h.p., Lieut. Comdr. I. Rost, Haiphong.

D'Entrecasteaux, French cruiser, 2,000, Capt. Tracat, Hongkong.

Desportes, cruiser, 3,985 tons, 14 guns, 5,500 h.p., Commander Amet, Baie d'Along.

Dupetit Thours, armoured cruiser, 10,014 tons, Capt. Pasquel de Silanes, Saigon.

Esturgeon, submarine, Saigon.

Francisque, destroyer, 330 tons, 7 guns, 6,500 h.p., Lieut. Garret, Hongkong.

Guydon, cruiser, 950 tons, 30 guns, 20,200 h.p., Captain Ridoz, Saigon.

Guichen, protected cruiser, flagship of Rear Admiral Hoise, Captain Tracat, Saigon.

Henri Riviere, gunboat, Lieut. Portier, Haiphong.

Jacquin, river gunboat, Lieut. Le Corolle, Anam-Tonkin, reserve.

Javeline, destroyer, 330 tons, 7 guns, 300 h.p., Lieut. Sacre-Duval, Saigon.

Kersaint, gunboat, 1250 tons, 6 guns, 2,200 h.p., Comdr. Simon, Saigon.

Lepz, submarine, Lieut. Armbruster, Saigon.

Montcalm, cruiser (flagship of Vice-Admiral Richier, Commander in Chief, 9,700 tons, 12 guns, 19,800 h.p., Capt. Martel.

Mousquet, destroyer, Lieut. Duchemin, Baie d'Along.

Oly, gunboat, Lieut. Gredier, Yangtsu.

Pelie, gunboat, Lieut. Marchand, Tongku.

Pelie, submarine, Lieut. de Reinach-Warth, Baie d'Along.

Protes, submarine, Lieut. Glorieux, Saigon.

Rapier, destroyer, 510 tons, Lieut. Vincent de Brichgrun, Saigon.

Redoubtable, battleship, (in reserve) 9,437 tons, 8 guns, 6,971 h.p., Rear Admiral de Marolles, Saigon.

Sabre, destroyer, 330 tons, Lieut. Malles, Hongkong.

Slyx, armoured gunboat, 1796 tons, 10 guns, 17,000 h.p., Lieut. Duc, Saigon.

Surprise, gunboat, 629 tons, 2 guns, 800 h.p


















































